

**COMMUTER RAIL SYSTEM**  
**ON-TIME PERFORMANCE REPORT**

**January 2013**



# COMMUTER RAIL ON-TIME PERFORMANCE

## January 2013

This report presents an analysis of the January 2013 train delays as reported for Metra's eleven commuter rail lines. On-time is defined, for this analysis, as those regularly scheduled trains arriving at their last station stop less than six minutes behind schedule. Trains that are six minutes or more behind schedule, including annulled trains (trains that do not complete their scheduled runs), are regarded as late. "Extra" trains (trains added to handle special events but not shown in the regularly published timetables) are excluded from on-time performance calculations unless shown in special-event schedules that include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Cancelled (not annulled) trains and non-revenue trains are also excluded from on-time performance calculations.

### On-Time Performance Tables

Table 1 presents the number of train delays by rail line and service period. During January 2013, Metra operated 17,462 scheduled trains, including scheduled "extras", if any. 563 of these trains were delayed (late or annulled), representing an on-time performance rate of 96.8%. Table 2 lists on-time percentages by line for each month and year since 2008.

Table 3 lists each train that was on time for less than 85% of its weekday runs in January 2013, in order of line, train, and dates delayed. The codes in the 'Delay Code' column of Table 3 are defined in Table 4 and shown sorted by delay-cause category in Table 5. Effective January 1, 2012, Metra is using an expanded set of delay codes, to provide more detail about the cause of and responsibility for each train delay. Table 6.a shows the frequency of train delays by delay-cause control and by line during January 2013. Of the 563 delays systemwide in January 2013, all but 238 (42%) were beyond Metra's control. Table 6.b shows the previous January, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in January 2013, 191 fewer delays than in the previous January were controllable.

Table 7 provides a daily listing of the number of delays by line and branch for January 2013.

Table 8.a shows the frequency of train delays by delay-cause category and by line during January 2013. Table 8.b shows the average frequencies over the previous five Januarys, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 563 delays systemwide in January 2013, 342 less than the average over the previous five Januarys. Table 9.a shows delays from the beginning of the year through January 2013. Table 9.b shows the average frequencies from the beginning of the year through January of each of the previous five years, and Table 9.c shows the differences between Table 9.a and Table 9.b. Tables 10.a and 10.b display the systemwide frequency of train delays by cause and by month, for 2013 and 2012 respectively, and Table 10.c shows the difference between the two. In January of 2013, a total of 563 trains were delayed, compared to 958 trains delayed in the same month of 2012.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In January 2013 freight operations delayed 55 trains systemwide, compared to 84 a year earlier. Tables 12.a and 12.b display the frequency of lift-deployment train delays by line and month, for 2013 and 2012 respectively. A total of 12 trains were delayed by lift deployment in January 2013.

A review of January 2013 late trains by duration of delay is shown in Table 13. The range with the greatest number of delays was, as usual, six-to-ten minutes, accounting for 50.4% of all late trains. Table 14 shows that the average length of delay was 15.0 minutes in January 2013. It should be noted that these averages relate only to reportable delays (i.e., trains late by six minutes or more).

## **Changes in On-Time Performance Reporting Calculations (effective with the May 2011 On-Time Performance Report)**

### **“Extra” Trains**

“Extra” trains (trains added to handle special events but not shown in the regularly published schedules) are excluded from on-time performance calculations, except for those “extra” trains whose special-event schedules include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Prior to May 2011, all “extra” trains were included in the count of all trains for the purpose of calculating on-time performance and were always reported as on-time.

Intermediate station departure times and final station arrival times for some “extra” trains are either unknown (departures of some “extra” trains are held until after the completion of the respective special event) or not published. On-time performance for these two types of “extra” trains cannot be calculated, as arrival times are not known ahead of time; these trains are therefore excluded from on-time performance calculations. However, on-time performance can be calculated for “extra” trains that have full published schedules.

### **Construction Notices and Temporary Schedules**

Planned track, signal, or right-of-way construction projects can adversely affect the on-time performance of any train. Metra periodically publishes a construction notice to inform riders and Metra staff of possible delays to specified upcoming off-peak, reverse-peak, and weekend trains due to planned construction work during a limited time. The construction notice is provided only for information, which is not included in on-time performance calculations.

When a planned construction project is projected to consistently cause delays for certain trains on certain rail lines during a specified period, Metra publishes a full temporary schedule, which supersedes the standard schedule. On-time performance for affected trains during that specified period is based on that temporary published schedule.

(Prior to May 2011, some trains affected by planned right-of-way construction work arrived at their last station stops six minutes or more late, but were counted as on-time because a construction time allowance was deducted from the actual delay time. This allowance, typically five or ten minutes (but occasionally more) depending on the nature of the scheduled work, was assigned in advance to all off-peak and reverse-peak trains that might be affected by a particular project, but never to peak period/peak direction trains. For such trains, the assigned construction allowance was added onto the scheduled arrival time at the destination station for the purpose of calculating the total minutes of delay.)

**TABLE 1: SCHEDULED AND DELAYED TRAINS, AND ON-TIME PERFORMANCE BY SERVICE PERIOD AND LINE  
January 2013**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
<b>BNSF</b>	1,186	77	93.5%	879	16	98.2%	2,065	93	95.5%	112	3	97.3%	90	0	100.0%	2,267	96	95.8%
<b>Elec -ML</b>	990	24	97.6%	748	19	97.5%	1,738	43	97.5%	184	3	98.4%	100	6	94.0%	2,022	52	97.4%
<b>-BI</b>	308	11	96.4%	506	8	98.4%	814	19	97.7%	120	1	99.2%	--	--	--	934	20	97.9%
<b>-SC</b>	<u>374</u>	<u>6</u>	98.4%	<u>814</u>	<u>3</u>	99.6%	<u>1,188</u>	<u>9</u>	99.2%	<u>192</u>	<u>3</u>	98.4%	<u>100</u>	<u>1</u>	99.0%	<u>1,480</u>	<u>13</u>	99.1%
<b>Subtotal</b>	1,672	41	97.5%	2,068	30	98.5%	3,740	71	98.1%	496	7	98.6%	200	7	96.5%	4,436	85	98.1%
<b>Heritage</b>	132	4	97.0%	--	--	--	132	4	97.0%	--	--	--	--	--	--	132	4	97.0%
<b>Milw -N</b>	550	18	96.7%	770	26	96.6%	1,320	44	96.7%	96	18	81.3%	100	6	94.0%	1,516	68	95.5%
<b>-W</b>	<u>594</u>	<u>17</u>	97.1%	<u>682</u>	<u>30</u>	95.6%	<u>1,276</u>	<u>47</u>	96.3%	<u>96</u>	<u>3</u>	96.9%	<u>90</u>	<u>0</u>	100.0%	<u>1,462</u>	<u>50</u>	96.6%
<b>Subtotal</b>	1,144	35	96.9%	1,452	56	96.1%	2,596	91	96.5%	192	21	89.1%	190	6	96.8%	2,978	118	96.0%
<b>NCS</b>	242	11	95.5%	242	13	94.6%	484	24	95.0%	--	--	--	--	--	--	484	24	95.0%
<b>RI</b>	792	22	97.2%	726	30	95.9%	1,518	52	96.6%	80	6	92.5%	80	0	100.0%	1,678	58	96.5%
<b>SWS</b>	242	15	93.8%	418	20	95.2%	660	35	94.7%	24	1	95.8%	--	--	--	684	36	94.7%
<b>UP -N</b>	660	20	97.0%	880	6	99.3%	1,540	26	98.3%	104	2	98.1%	90	2	97.8%	1,734	30	98.3%
<b>-NW</b>	726	33	95.5%	704	21	97.0%	1,430	54	96.2%	96	2	97.9%	75	4	94.7%	1,601	60	96.3%
<b>-W</b>	<u>594</u>	<u>24</u>	96.0%	<u>704</u>	<u>23</u>	96.7%	<u>1,298</u>	<u>47</u>	96.4%	<u>80</u>	<u>2</u>	97.5%	<u>90</u>	<u>3</u>	96.7%	<u>1,468</u>	<u>52</u>	96.5%
<b>Subtotal</b>	1,980	77	96.1%	2,288	50	97.8%	4,268	127	97.0%	280	6	97.9%	255	9	96.5%	4,803	142	97.0%
<b>SYSTEM</b>	7,390	282	96.2%	8,073	215	97.3%	15,463	497	96.8%	1,184	44	96.3%	815	22	97.3%	17,462	563	96.8%

\*Includes peak direction trains operating during weekday peak periods. \*\*Includes all other weekday trains.  
Delays data for most recent month is final (02/11/13) version from TOPS.

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**TABLE 2: ON-TIME PERFORMANCE BY LINE/BRANCH**

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-JAN	AVG
<b>BNSF</b>	<b>2008</b>	92.9	94.3	97.0	98.2	97.0	94.3	94.8	94.6	92.8	92.8	94.2	89.9	92.9%	94.4%
	<b>2009</b>	85.4	94.1	97.5	96.5	94.6	90.9	95.1	91.2	96.0	89.7	97.3	95.3	85.4%	93.6%
	<b>2010</b>	97.8	97.4	96.4	95.7	95.2	89.0	94.7	94.6	96.7	94.8	94.7	96.2	97.8%	95.2%
	<b>2011</b>	96.2	89.6	97.4	96.9	93.0	93.0	83.3	92.3	90.4	92.8	94.0	95.4	96.2%	92.9%
	<b>2012</b>	94.4	97.3	95.2	98.4	97.2	91.8	95.0	94.2	98.0	96.9	95.0	98.5	94.4%	96.0%
	<b>2013</b>	95.8												95.8%	95.8%
<b>2008-2012 average</b>		93.3	94.6	96.7	97.2	95.4	91.8	92.7	93.4	94.8	93.4	95.0	95.0	93.3%	94.4%
<b>Electric</b>	<b>2008</b>	96.4	98.5	98.8	98.3	99.3	98.5	99.2	98.1	97.9	98.2	96.7	95.0	96.4%	97.9%
	<b>2009</b>	96.7	98.5	98.7	99.1	98.6	95.7	97.2	97.2	97.2	97.7	98.5	94.7	96.7%	97.5%
	<b>2010</b>	97.7	98.1	98.4	97.9	98.3	95.5	97.6	98.0	98.0	98.2	97.8	97.5	97.7%	97.8%
	<b>2011</b>	98.6	95.1	98.1	97.7	97.7	95.1	94.6	96.6	97.0	94.4	97.2	98.7	98.6%	96.8%
	<b>2012</b>	93.7	98.4	97.9	98.7	98.0	97.0	97.3	97.7	97.5	96.6	97.1	98.2	93.7%	97.3%
	<b>2013</b>	98.1												98.1%	98.1%
<b>2008-2012 average</b>		96.6	97.7	98.4	98.4	98.4	96.4	97.2	97.5	97.5	97.0	97.5	96.8	96.6%	97.5%
<b>Heritage</b>	<b>2008</b>	93.9	89.7	83.3	87.2	89.7	92.9	91.7	86.5	88.2	89.1	93.0	78.6	93.9%	88.6%
	<b>2009</b>	79.4	91.7	91.7	98.5	96.7	92.4	94.9	92.9	90.5	84.1	88.3	88.6	79.4%	90.8%
	<b>2010</b>	92.5	93.3	89.1	91.7	85.0	83.3	87.3	89.4	84.1	90.5	92.9	84.1	92.5%	88.5%
	<b>2011</b>	92.1	77.2	94.2	96.0	98.4	89.4	73.3	92.0	84.1	78.6	80.8	75.4	92.1%	86.2%
	<b>2012</b>	95.2	99.2	94.7	98.4	97.7	92.1	91.3	95.7	98.2	94.9	92.9	96.7	95.2%	95.6%
	<b>2013</b>	97.0												97.0%	97.0%
<b>2008-2012 average</b>		90.6	90.4	90.7	94.3	93.6	90.0	88.0	91.4	88.9	87.6	89.5	84.5	90.6%	90.0%
<b>Milw - N</b>	<b>2008</b>	96.1	92.6	96.4	95.8	95.6	95.0	93.3	93.1	95.8	96.9	92.9	84.4	96.1%	94.0%
	<b>2009</b>	85.9	97.3	97.1	95.5	95.4	94.7	96.0	95.1	96.2	96.3	95.3	93.5	85.9%	94.9%
	<b>2010</b>	96.1	96.4	94.2	94.5	88.4	91.6	93.5	93.7	98.4	93.1	94.8	96.6	96.1%	94.3%
	<b>2011</b>	92.9	85.3	95.7	95.5	89.2	84.4	78.3	87.6	92.3	88.1	91.9	93.9	92.9%	89.6%
	<b>2012</b>	95.1	96.4	94.0	95.3	93.5	93.2	84.8	92.9	94.3	94.9	95.4	95.5	95.1%	93.8%
	<b>2013</b>	95.5												95.5%	95.5%
<b>2008-2012 average</b>		93.2	93.7	95.5	95.3	92.4	91.8	89.4	92.4	95.4	93.9	94.1	92.8	93.2%	93.3%
<b>Milw - W</b>	<b>2008</b>	94.5	96.6	97.1	97.4	97.8	97.8	96.1	94.1	98.3	97.9	96.6	92.3	94.5%	96.4%
	<b>2009</b>	92.6	96.3	97.4	99.2	98.6	96.3	97.9	95.4	99.2	99.2	98.8	94.4	92.6%	97.1%
	<b>2010</b>	96.0	95.9	97.3	97.9	95.7	93.9	95.6	96.3	97.4	94.8	95.1	95.9	96.0%	96.0%
	<b>2011</b>	96.0	87.2	97.4	95.2	95.1	88.0	84.4	92.5	95.6	98.0	89.1	96.5	96.0%	93.0%
	<b>2012</b>	94.4	95.1	95.3	97.5	97.1	95.6	93.7	94.1	89.3	93.9	94.6	95.5	94.4%	94.7%
	<b>2013</b>	96.6												96.6%	96.6%
<b>2008-2012 average</b>		94.7	94.3	96.9	97.5	96.8	94.3	93.7	94.5	96.0	96.8	94.8	94.9	94.7%	95.4%
<b>NCS</b>	<b>2008</b>	93.4	94.4	97.4	95.1	95.0	91.3	96.5	97.4	94.4	98.0	95.9	86.5	93.4%	94.6%
	<b>2009</b>	88.9	93.4	97.3	95.5	95.2	93.2	97.8	92.4	97.6	94.6	97.7	93.0	88.9%	94.8%
	<b>2010</b>	96.4	94.5	92.3	91.1	96.8	90.1	90.9	94.0	95.9	92.6	93.9	90.3	96.4%	93.2%
	<b>2011</b>	95.5	88.3	93.5	90.9	92.9	88.8	87.3	92.1	93.1	93.5	83.7	92.4	95.5%	91.1%
	<b>2012</b>	94.8	94.4	94.4	85.1	95.2	94.8	82.5	91.9	95.7	93.9	92.0	94.8	94.8%	92.4%
	<b>2013</b>	95.0												95.0%	95.0%
<b>2008-2012 average</b>		93.8	93.1	94.9	91.6	95.0	91.6	91.2	93.5	95.3	94.6	92.6	91.3	93.8%	93.2%

**TABLE 2 (continued): ON-TIME PERFORMANCE BY LINE/BRANCH**

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN- JAN	AVG
<b>RI</b>	<b>2008</b>	95.5	95.6	94.5	98.8	97.6	96.4	96.5	96.9	95.8	92.3	96.3	89.3	95.5%	95.4%
	<b>2009</b>	93.4	97.5	96.2	96.8	97.5	96.2	95.9	97.1	97.2	96.4	96.7	93.6	93.4%	96.2%
	<b>2010</b>	95.4	96.7	97.6	97.1	97.4	94.3	96.8	96.6	95.7	96.6	96.4	95.5	95.4%	96.3%
	<b>2011</b>	97.8	89.5	97.7	96.0	95.6	88.8	83.4	94.0	94.8	96.9	96.6	96.5	97.8%	94.0%
	<b>2012</b>	94.3	96.8	94.8	96.1	95.8	94.1	92.9	93.7	96.8	95.6	97.1	96.4	94.3%	95.3%
	<b>2013</b>	96.5												96.5%	96.5%
<b>2008-2012 average</b>		95.3	95.3	96.2	97.0	96.8	93.9	93.2	95.6	96.0	95.5	96.6	94.2	95.3%	95.5%
<b>SWS</b>	<b>2008</b>	93.5	96.3	95.1	94.4	95.4	95.7	98.3	93.5	95.3	92.2	93.7	89.2	93.5%	94.4%
	<b>2009</b>	87.1	96.5	96.1	95.9	95.1	97.1	97.5	97.1	98.0	87.8	96.8	96.2	87.1%	95.1%
	<b>2010</b>	94.6	93.4	96.9	97.2	94.6	89.6	90.5	94.4	96.6	96.2	94.3	91.4	94.6%	94.2%
	<b>2011</b>	95.1	89.7	96.2	95.3	94.0	85.1	88.9	90.3	91.3	92.4	92.8	94.1	95.1%	92.1%
	<b>2012</b>	94.2	96.6	94.8	95.3	95.8	93.2	95.3	94.5	93.8	94.3	93.7	96.3	94.2%	94.8%
	<b>2013</b>	94.7												94.7%	94.7%
<b>2008-2012 average</b>		92.9	94.6	95.8	95.6	95.0	92.1	94.2	93.9	95.0	92.6	94.3	93.4	92.9%	94.1%
<b>UP - N</b>	<b>2008</b>	91.9	89.4	95.1	95.5	97.1	90.9	92.2	89.9	93.5	95.6	95.2	94.2	91.9%	93.4%
	<b>2009</b>	91.4	98.0	96.9	97.8	95.3	90.7	90.4	89.9	94.0	94.8	97.3	95.1	91.4%	94.2%
	<b>2010</b>	93.9	96.8	96.5	97.2	94.3	91.6	94.6	92.5	94.5	97.5	94.7	96.2	93.9%	95.0%
	<b>2011</b>	96.4	86.7	94.9	95.5	95.8	91.5	85.1	90.6	91.8	91.6	94.2	96.5	96.4%	92.6%
	<b>2012</b>	94.6	98.4	97.9	98.1	95.1	95.1	95.9	95.1	96.3	97.3	96.6	95.8	94.6%	96.4%
	<b>2013</b>	98.3												98.3%	98.3%
<b>2008-2012 average</b>		93.6	93.9	96.3	96.8	95.5	91.9	91.7	91.6	94.0	95.4	95.6	95.6	93.6%	94.3%
<b>UP - NW</b>	<b>2008</b>	91.9	91.8	97.1	96.5	96.8	95.5	95.1	97.1	96.9	96.9	94.5	91.7	91.9%	95.2%
	<b>2009</b>	91.9	97.6	97.4	97.9	95.4	94.7	95.4	95.3	95.3	94.8	96.5	94.9	91.9%	95.6%
	<b>2010</b>	96.7	97.2	97.3	97.7	96.1	96.7	96.1	94.9	97.6	96.4	95.4	96.8	96.7%	96.6%
	<b>2011</b>	97.0	89.4	97.9	97.3	94.6	93.4	91.2	93.3	95.1	97.6	95.8	95.0	97.0%	94.9%
	<b>2012</b>	95.9	98.6	96.4	98.9	95.9	96.0	94.8	96.7	97.8	94.2	94.6	96.6	95.9%	96.3%
	<b>2013</b>	96.3												96.3%	96.3%
<b>2008-2012 average</b>		94.6	95.0	97.2	97.7	95.8	95.2	94.6	95.4	96.5	95.9	95.4	95.0	94.6%	95.7%
<b>UP - W</b>	<b>2008</b>	95.2	90.4	93.7	94.5	96.9	95.4	95.3	94.5	93.0	91.0	93.0	91.6	95.2%	93.7%
	<b>2009</b>	92.3	97.3	95.5	97.2	97.2	94.3	95.7	92.5	95.2	94.7	97.8	95.2	92.3%	95.4%
	<b>2010</b>	96.6	96.7	97.9	95.9	94.6	91.0	90.1	94.1	95.2	95.9	94.8	91.9	96.6%	94.5%
	<b>2011</b>	93.5	87.3	93.8	94.5	93.3	89.0	85.9	89.3	90.8	91.6	92.0	89.4	93.5%	90.9%
	<b>2012</b>	93.1	97.1	95.2	95.5	95.6	92.4	93.8	94.3	97.2	97.2	96.0	96.4	93.1%	95.3%
	<b>2013</b>	96.5												96.5%	96.5%
<b>2008-2012 average</b>		94.1	93.8	95.2	95.5	95.5	92.4	92.3	92.9	94.3	94.1	94.7	92.9	94.1%	94.0%
<b>SYSTEM excluding South Shore</b>	<b>2008</b>	94.5	94.5	96.6	97.0	97.4	95.7	96.0	95.3	95.7	95.5	95.2	91.4	94.5%	95.4%
	<b>2009</b>	91.6	97.1	97.3	97.6	96.7	94.3	95.8	94.6	96.4	95.2	97.4	94.6	91.6%	95.7%
	<b>2010</b>	96.5	96.9	97.0	96.7	95.5	92.9	95.0	95.4	96.8	96.2	95.7	95.7	96.5%	95.9%
	<b>2011</b>	96.4	89.8	96.8	96.2	94.8	91.1	87.3	92.7	93.8	93.7	94.0	95.6	96.4%	93.6%
	<b>2012</b>	94.3	97.4	96.1	97.2	96.3	94.7	94.0	95.2	96.2	95.9	95.8	96.9	94.3%	95.8%
	<b>2013</b>	96.8												96.8%	96.8%
<b>2008-2012 average</b>		94.7	95.2	96.8	97.0	96.2	93.7	93.7	94.6	95.8	95.3	95.6	94.8	94.7%	95.3%

Delays data for most recent month is final (02/11/13) version from TOPS.

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'2008-2012 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

Due to changes in calculation methodology, on-time performance figures from May 2011 onward are not exactly comparable to prior months' figures.

**TABLE 3: LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
January 2013**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1240 <b>77% OT</b>	Thu, Jan 03	12	G	WEST EOLA CODE FAILURE
		Tue, Jan 08	12	GF	SWITCH FAILURE AT LISLE
		Tue, Jan 22	7	CW	BROKEN RAIL MT3 - DOWNERS GROVE MAIN STREET
		Wed, Jan 23	7	C	SLOW ORDER AT BERWYN
		Thu, Jan 24	7	KD1	FOLLOWING 1238
BNSF	1242 <b>82% OT</b>	Wed, Jan 02	0	XFW	SETOUT CAR 6189, WOULD NOT SET UP
		Mon, Jan 21	15	UF	ADA LIFT FAILURE AT AURORA
		Thu, Jan 24	7	KD1	FOLLOWING 1240
		Mon, Jan 28	14	G	SWITCH FAILURE AT LISLE, CREW OPERATED BY HAND
BNSF	1250 <b>77% OT</b>	Thu, Jan 03	8	G1	FOLLOWING 1252
		Mon, Jan 14	30	GA	MULTIPLE SWITCH FAILURES AT CUS
		Mon, Jan 21	15	GA	ARINC FAILURE AT CUS
		Wed, Jan 23	7	C	SLOW ORDER AT BERWYN
		Thu, Jan 24	7	KD1	FOLLOWING 1250
BNSF	1269 <b>82% OT</b>	Mon, Jan 21	25	CW	BROKEN RAIL HARLEM AVE CAUSING CROSSING FAILURES
		Tue, Jan 22	10	CW	SLOW ORDER FORM A 10MPH BERWYN, TRACK CIRCUIT DOWNERS GROVE
		Wed, Jan 23	8	G	TALKED BY UNION AVE A, BURNT OUT DIVERGING SIGNAL BULB RESTRICTED SPEED TO WESTERN AVE
		Thu, Jan 31	22	CW	RIVER RD CROSSING FAILURE, BROKEN RAIL MT1 BERWYN MP 9.5
BNSF	1271 <b>82% OT</b>	Mon, Jan 21	23	CW	BROKEN RAIL HARLEM AVE CAUSING CROSSING FAILURES
		Tue, Jan 22	12	GW	SWITCH FAILURE HIGHLANDS, FORM A BERWYN, TRACK CIRCUIT DOWNERS GROVE
		Tue, Jan 29	10	G	TRACK LIGHT MP 27.1 MT2
		Thu, Jan 31	14	CW	RIVER RD CROSSING FAILURE, BROKEN RAIL MT1 BERWYN MP 9.5
ELBI	506 <b>82% OT</b>	Wed, Jan 02	9	I	2" RECEIVING FLAGGING INSTRUCTIONS, HOYNE; 2" AWDMM ITEM 1, WOOD ST; 5" SLOW ENTRAINING/DETRAINING, KENSINGTON-11TH PL.
		Thu, Jan 03	8	F	8" MECHANICAL PROBLEMS ON EQUIPMENT 1603, ENROUTE.
		Tue, Jan 22	14	RS1	14" REROUTING AROUND SS912, ENROUTE.
		Fri, Jan 25	7	G	7" TRACK CIRCUIT DOWN SWITCH #65,66,67,67, 68 & 69, RANDOLPH.
MW	2254 <b>77% OT</b>	Fri, Jan 11	15	RF1	13"LATE TURN FROM #2249, CUS; 5" SLOW ENTRAINING ENROUTE.
		Mon, Jan 14	15	GW1	12" LATE TURN FROM #2249, BIG TIMBER; 5" ENTRAINING, ENROUTE.
		Wed, Jan 16	34	F1	14" LATE TURN FROM #2249 ,BIG TIMBER; 22" SWAPPING EQUIPMENT; ELGIN.
		Wed, Jan 30	13	D	5" ENTRAINING, ENROUTE; 5" WAIT FOR #2253 TO CLEAR 1MT, B-12; 5" USED 1MT CP FREIGHT BLOCKING 2 & 3MT, B-12-GALEWOOD.
		Thu, Jan 31	9	G	10" SLOW ENTRAINING, ENROUTE.CIRCUIT BETWEEN A5 AND A3
MW	2255 <b>77% OT</b>	Fri, Jan 11	10	RF1	10" LATE TURN FROM #2254, CUS; 2" NO REASON GIVEN.
		Mon, Jan 14	15	GW1	13" LATE TURN FROM #2254, CUS.
		Wed, Jan 16	27	F1	25" LATE TURN 2254, CUS.
		Wed, Jan 30	11	D1	10" LATE TURN FROM #2254, CUS.
		Thu, Jan 31	9	G1	LATE TURN 2254
RI	508 <b>64% OT</b>	Wed, Jan 02	11	CW	12" MEET #507 ACCT SINGLE TRACKING BROKEN RAIL ON BV SUB.
		Tue, Jan 08	7	G	3"ENTRAINING, ENROUTE; 1" OBSERVING AWDMM, 66TH CT; 6" BI OPERATOR LOST ABILITY TO THROW SWITCHES (73 SWITCH), BI.
		Wed, Jan 09	16	H1	9" LATE TURN OF #503, JUD; 2" ENTRAINING, ENROUTE; 5" 10 CAR TRAIN, BV SUB.
		Thu, Jan 10	7	I	6" OPERATING TRK 2 SLOW ENTRAINING, NEW LENOX TO TINLEY PARK OAK PARK.
		Fri, Jan 11	7	U	6" ADA'S, NEW LENOX & TINLEY PARO OAK PARK; 2" SLOW ENTRAINING.
		Wed, Jan 16	8	I	3" PASSENGER HANDLING, ENROUTE; 3" OBSERVING AWDMM, 147TH & 2" RUNNING AROUND TRACK DEPT. CP 53 TO CP PERSHING, 147TH.
		Mon, Jan 28	12	D1	10" LATE DEPARTING ACCT #503'S DELAY, JUD; 1" WAITING FOR #505 TO DEPART, NEW LENOX; 3" HEAVY ENTRAINING, NEW LENOX, TP OAK PARK AVE, 80TH A
		Tue, Jan 29	12	S	2" HEAVY ENTRAINING, NEW LENOX & TP OAK PARK; 7" UNSPECIFIED YELLOW RED, 119TH-111TH ST 3" LADY FALLING ON PLATFORM RUNNING TO TRAIN, 103

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
January 2013**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UPN	326	Fri, Jan 11	10	CM	10" #324 XING HIGHWOOD & DISPATCHER COULD NOT GIVE A SIGNAL TO #326 HIGHLAND PARK TRAINS AHEAD, HIGHWOOD-ROGERS PARK.	
		<b>82% OT</b>	Mon, Jan 14	14	CW1	14" #324 AHEAD, ENROUTE.
			Tue, Jan 22	8	B1	8" FOLLOWING #324, HIGHLAND PARK-ROGERS PARK.
			Mon, Jan 28	13	VF1	13" FOLLOWED #322 RED & APPROACH SIGNALS ENTIRE TRIP.
UPW	36	Fri, Jan 04	7	U	7" 3 ADA'S, LOMBARD & ELMHURST.	
		<b>68% OT</b>	Mon, Jan 07	15	CM	15" TRAIN CONTROL ACCT TRACK LIGHT ON TRK 1, BROKEN BOND WIRE EAST OF WASHINGTON ST-TURNER, W. CHICAGO.
			Mon, Jan 14	8	U	8" 2 ADA'S, GENEVA & ELMHURST.
			Fri, Jan 18	7	U	7" 3 ADA'S, GENEVA, WHEATON & LOMBARD.
			Tue, Jan 22	17	G1	17" LATE TURN FROM #13, ELBURN; FLAGGED DUE TO SWITCH #7 FAILURE, CPY043.
			Fri, Jan 25	15	G1	7" LATE TURN FROM #13, ELBURN; 8" HEAVY/SLOW ENTRAINING (WEATHER) & 3 AD'S, ENROUTE.
			Tue, Jan 29	6	IW	6" TERMINAL DISPATCHER HAD TO RUN SIGNAL TIMER ON ACCT #620 (METX136) CALLED ENGINE OUT OF ORDER & INFORMED DISPATCHER HE WAS 1ST OUT
UPW	38	Tue, Jan 08	10	D	10" K476-04 GOING INTO PROVISO LINING ITS OWN SWITCHES WITH ITS HIND ACROSS 25TH AVE; FREIGHT AHEAD & WAIT FOR #25 TO CLEAR, ELMHURST-25TH A	
		<b>82% OT</b>	Fri, Jan 11	10	D	10" IOJPRJ-11 GOING INTO PROVISO COULD NOT REACH YARDMASTER, BLOCKED #25, #38 WAITED WEST OF 25TH AVE TO RUN AROUND FREIGHT & CLEAR PLANT.
			Mon, Jan 14	6	D	6" SLOW ENTRAINING, GENEVA & GLEN ELLYN; WAIT FOR IG2G3-14 TO CLEAR, PARK; WAIT FOR X-TRAFFIC, WESTERN AVE.
			Tue, Jan 22	8	G1	8" SWITCH #7 FAILURE FLAGGED, CPY043; SLOW ENTRAINING, GENEVA & WHEATON; XH, MP20.45.

Data is final (02/11/13) version from TOPS.

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**TABLE 4: DELAY INCIDENT CODES AND DEFINITIONS**

Codes			Definition	Delay Class	Responsibility
Primary	Secondary	Primary Annulled			
A	A1	XA	Passenger Train Interference	Transportation	Controllable
AA	AA1	XAA	Rule 9.9 Delayed in Block/Rule 6.30	Transportation	Controllable
AD	AD1	XAD	Non-Revenue Passenger Train Interference	Transportation	Controllable
AM	AM1	XAM	Amtrak Caused Delay	Transportation	Controllable
AS	AS1	XAS	NICTD Train Interference	Transportation	Controllable
AW	AW1	XAW	Pass. Train Interference, Weather	Transportation	Uncontrollable
B	B1	XB	Human Error, Eng. Dept.	Engineering	Controllable
BA	BA1	XBA	Amtrak Engineering Human Error	Engineering	Controllable
C	C1	XC	Unscheduled Track Work	Engineering	Controllable
CA	CA1	XCA	Amtrak Engineering	Engineering	Semi-controllable
CC	CC1	XCC	Scheduled Track Work	Engineering	Controllable
CF	CF1	XCF	Engineering Equipment Malfunction	Engineering	Controllable
CG	CG1	XCG	Scheduled Signal Work	Engineering	Controllable
CH	CH1	XCH	Contractor Failure	Engineering	Controllable
CO	CO1	XCO	Scheduled Wire Work	Engineering	Controllable
CM	CM1	XCM	Switch Malfunction (Track Dept.)	Engineering	Controllable
CW	CW1	XCW	M of W Work, Weather	Engineering	Uncontrollable
D	D1	XD	Freight Train Interference	Transportation	Semi-controllable
DD	DD1	XDD	Freight Dispatcher/Opr/Freight Train Error	Transportation	Controllable
DW	DW1	XDW	Freight Train Interference, Weather	Transportation	Uncontrollable
E	E1	XE	Locomotive Malfunction	Mechanical	Controllable
EA	EA1	XEA	Amtrak Locomotive/Car Malfunction	Mechanical	Uncontrollable
EW	EW1	XEW	Locomotive Malfunction, Weather	Mechanical	Uncontrollable
EZ	EZ1	XEZ	ETMS Malfunction on Locomotive	Mechanical	Controllable
F	F1	XF	Cab Car/Trailer/MU Malfunction	Mechanical	Controllable
FS	FS1	XFS	NICTD MU Malfunction	Mechanical	Uncontrollable
FW	FW1	XFW	Cab Car/TRL/MU Malfunction, Weather	Mechanical	Uncontrollable
FZ	FZ1	XFZ	ETMS Malfunction on Cab Car	Mechanical	Controllable
G	G1	XG	Signal/Switch Malfunction (Signal Dept.)	Engineering	Controllable
GA	GA1	XGA	Signal/Switch Failure Amtrak (Signal Dept.)	Engineering	Semi-controllable
GF	GF1	XGF	Signal/Switch Foreign Line	Engineering	Semi-controllable
GM	GM1	XGM	Gate Crossing Malfunction	Engineering	Controllable
GT	GT1	XGT	Telecom Failure	Engineering	Controllable
GW	GW1	XGW	Signal/Switch Malfunction Weather (Signal Dept.)	Engineering	Uncontrollable
GX	GX1	XGX	Broken Gate Crossing	Engineering	Uncontrollable
GZ	GZ1	XGZ	ETMS Signal Malfunction	Engineering	Controllable
H	H1	XH	Human Error, Mechanical Department	Mechanical	Controllable
HS	HS1	XHS	Human Error, NICTD Mechanical Dept.	Mechanical	Controllable
I	I1	XI	Passenger Handling, Running Time	Ridership	Uncontrollable
IB	IB1	XIB	Passenger Handling, Bicycle	Ridership	Uncontrollable
IW	IW1	XIW	Passenger Handling, Weather	Ridership	Uncontrollable
J	J1	XJ	Passenger Problems/Removal	Incidental	Uncontrollable
JA	JA1	XJA	Amtrak Passenger Problems/Removal	Incidental	Uncontrollable
JM	JM1	XJM	Passenger Medical Emergency	Incidental	Uncontrollable
K	K1	XK	Obstruction On Tracks	Incidental	Uncontrollable
KD	KD1	XKD	Train Struck Debris	Incidental	Uncontrollable
KP	KP1	XKP	Suspicious Package(s)/Person(s)/Activity	Incidental	Uncontrollable
KW	KW1	XKW	Obstruction On Tracks, Weather	Incidental	Uncontrollable
L	L1	XL	Unauthorized People On Tracks/Near Miss	Incidental	Uncontrollable
M	M1	XM	Right of Way Accident/Misc.	Incidental	Uncontrollable
MW	MW1	XMW	Right of Way Accident/Misc., Weather	Incidental	Uncontrollable
N	N1	XN	Electricity Utility Failure	Incidental	Uncontrollable
NW	NW1	XNW	Electricity Utility Failure, Weather	Incidental	Uncontrollable
O	O1	XO	AC/DC System Failure	Engineering	Controllable
OW	OW1	XOW	AC/DC System Failure, Weather	Engineering	Uncontrollable
Q	Q1	XQ	Late Issuance of Track Warrant	Transportation	Controllable
R	R1	XR	Human Error, Transportation	Transportation	Controllable
RA	RA1	XRA	Human Error, Amtrak Transportation	Transportation	Controllable
RD	RD1	XRD	Human Error, Metra Dispatcher	Transportation	Controllable
RF	RF1	XRF	Freight Dispatcher/Opr/Non-Freight Train Error	Transportation	Controllable
RL	RL1	XRL	Human Error, Job Action/Employee No Show (CMS Error)	Transportation	Controllable
RN	RN1	XRN	Human Error, Job Action/Employee No Show (Non-CMS)	Transportation	Controllable
RO	RO1	XRO	Human Error, Tower Operator	Transportation	Controllable
RS	RS1	XRS	Human Error, NICTD Transportation	Transportation	Controllable
RW	RW1	XRW	Train Crew Issues, Weather	Transportation	Uncontrollable
RZ	RZ1	XRZ	ETMS Train Crew Error	Transportation	Controllable
S	S1	XS	Operational (Efficiency) Testing	Transportation	Uncontrollable
T	T1	XT	Property Vandalism	Incidental	Uncontrollable
U	U1	XU	Accessibility Related (ADA)	Ridership	Uncontrollable
UF	UF1	XUF	ADA Lift Failure	Mechanical	Controllable
UW	UW1	XUW	Accessibility, Weather	Ridership	Uncontrollable
VE	VE1	XVE	Locomotive Problem Reported, Nothing Found	Incidental	Controllable
VF	VF1	XVF	Cab Car Problem Reported, Nothing Found	Incidental	Controllable
VG	VG1	XVG	Broken Gate Crossing Reported, Nothing Found	Incidental	Uncontrollable
W	W1	XW	Gas Leak	Incidental	Uncontrollable

**TABLE 5: DELAY INCIDENT CODES SORTED BY CAUSE CATEGORY**

CATEGORY				CATEGORY			
Codes				Codes			
Pri.	Sec.	Ann.	Definition	Pri.	Sec.	Ann.	Definition
<b>1 PASSENGER TRAIN INTERFERENCE</b>				<b>12 LOCOMOTIVE FAILURE</b>			
A	A1	XA	Passenger Train Interference	E	E1	XE	Locomotive Malfunction
AA	AA1	XAA	Rule 9.9 Delayed in Block/Rule 6.30	EA	EA1	XEA	Amtrak Locomotive/Car Malfunction
AD	AD1	XAD	Non-Revenue Passenger Train Interference	EZ	EZ1	XEZ	ETMS Malfunction on Locomotive
AM	AM1	XAM	Amtrak Caused Delay	<b>13 HUMAN ERROR</b>			
AS	AS1	XAS	NICTD Train Interference	B	B1	XB	Human Error, Eng. Dept.
<b>2 &amp; 3 FREIGHT INTERFERENCE, Peak &amp; Offpeak</b>				BA	BA1	XBA	Amtrak Engineering Human Error
D	D1	XD	Freight Train Interference	H	H1	XH	Human Error, Mechanical Department
DD	DD1	XDD	Freight Dispatcher/Opr/Freight Train Error	HS	HS1	XHS	Human Error, NICTD Mechanical Dept.
<b>4 ACCIDENT</b>				R	R1	XR	Human Error, Transportation
M	M1	XM	Right of Way Accident/Misc.	RA	RA1	XRA	Human Error, Amtrak Transportation
<b>5 PASSENGER LOADING</b>				RD	RD1	XRD	Human Error, Metra Dispatcher
I	I1	XI	Passenger Handling, Running Time	RF	RF1	XRF	Freight Dispatcher/Opr/Non-Freight Train Error
IB	IB1	XIB	Passenger Handling, Bicycle	RL	RL1	XRL	Human Error, Job Action/Employee No Show (CMS Error)
<b>6 LIFT DEPLOYMENT</b>				RN	RN1	XRN	Human Error, Job Action/Employee No Show (Non-CMS)
U	U1	XU	Accessibility Related (ADA)	RO	RO1	XRO	Human Error, Tower Operator
UF	UF1	XUF	ADA Lift Failure	RS	RS1	XRS	Human Error, NICTD Transportation
<b>7 OBSTRUCTION/DEBRIS</b>				RZ	RZ1	XRZ	ETMS Train Crew Error
K	K1	XK	Obstruction On Tracks	<b>14 SICK, INJURED, UNRULY PASSENGER</b>			
KD	KD1	XKD	Train Struck Debris	J	J1	XJ	Passenger Problems/Removal
KP	KP1	XKP	Suspicious Package(s)/Person(s)/Activity	JA	JA1	XJA	Amtrak Passenger Problems/Removal
<b>8 SIGNAL/SWITCH FAILURE</b>				JM	JM1	XJM	Passenger Medical Emergency
G	G1	XG	Signal/Switch Malfunction (Signal Dept.)	<b>15 WEATHER</b>			
GA	GA1	XGA	Signal/Switch Failure Amtrak (Signal Dept.)	AW	AW1	XAW	Pass. Train Interference, Weather
GF	GF1	XGF	Signal/Switch Foreign Line	CW	CW1	XCW	M of W Work, Weather
GM	GM1	XGM	Gate Crossing Malfunction	DW	DW1	XDW	Freight Train Interference, Weather
GT	GT1	XGT	Telecom Failure	EW	EW1	XEW	Locomotive Malfunction, Weather
GX	GX1	XGX	Broken Gate Crossing	FW	FW1	XFW	Cab Car/TRL/MU Malfunction, Weather
GZ	GZ1	XGZ	ETMS Signal Malfunction	GW	GW1	XGW	Signal/Switch Malfunction Weather (Signal Dept.)
VG	VG1	XVG	Broken Gate Crossing Reported, Nothing Found	IW	IW1	XIW	Passenger Handling, Weather
<b>9 TRACK WORK</b>				KW	KW1	XKW	Obstruction On Tracks, Weather
C	C1	XC	Unscheduled Track Work	MW	MW1	XMW	Right of Way Accident/Misc., Weather
CA	CA1	XCA	Amtrak Engineering	NW	NW1	XNW	Electricity Utility Failure, Weather
CC	CC1	XCC	Scheduled Track Work	OW	OW1	XOW	AC/DC System Failure, Weather
CF	CF1	XCF	Engineering Equipment Malfunction	RW	RW1	XRW	Train Crew Issues, Weather
CG	CG1	XCG	Scheduled Signal Work	UW	UW1	XUW	Accessibility, Weather
CH	CH1	XCH	Contractor Failure	<b>16 OTHER</b>			
CM	CM1	XCM	Switch Malfunction (Track Dept.)	L	L1	XL	Unauthorized People On Tracks/Near Miss
<b>10 CATENARY FAILURE</b>				N	N1	XN	Electricity Utility Failure
CO	CO1	XCO	Scheduled Wire Work	Q	Q1	XQ	Late Issuance of Track Warrant
O	O1	XO	AC/DC System Failure	S	S1	XS	Operational (Efficiency) Testing
<b>11 NON-LOCOMOTIVE EQUIPMENT FAILURE</b>				T	T1	XT	Property Vandalism
F	F1	XF	Cab Car/Trailer/MU Malfunction	VE	VE1	XVE	Locomotive Problem Reported, Nothing Found
FS	FS1	XFS	NICTD MU Malfunction	VF	VF1	XVF	Cab Car Problem Reported, Nothing Found
FZ	FZ1	XFZ	ETMS Malfunction on Cab Car	W	W1	XW	Gas Leak

Effective January 1, 2012

Revised Dec. 6, 2011

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**TABLES 6.a, 6.b, 6.c, & 6.d: FREQUENCY OF TRAIN DELAYS BY CONTROL AND LINE**  
**January 2013**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	17	23	11	8	1	53	27	13	28	7	14	18	18	238	42%
Semi-controllable	34	0	0	0	3	6	13	11	6	23	1	6	15	118	21%
Uncontrollable	45	29	9	5	0	9	10	0	24	6	15	36	19	207	37%
<b>TOTAL TRAINS DELAYED</b>	<b>96</b>	<b>52</b>	<b>20</b>	<b>13</b>	<b>4</b>	<b>68</b>	<b>50</b>	<b>24</b>	<b>58</b>	<b>36</b>	<b>30</b>	<b>60</b>	<b>52</b>	<b>563</b>	<b>100%</b>

**January 2012**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	38	100	52	22	2	27	25	10	41	9	42	39	22	429	45%
Semi-controllable	36	0	0	0	3	13	12	7	4	22	1	3	25	126	13%
Uncontrollable	49	63	14	20	1	32	42	7	47	7	48	22	51	403	42%
<b>TOTAL TRAINS DELAYED</b>	<b>123</b>	<b>163</b>	<b>66</b>	<b>42</b>	<b>6</b>	<b>72</b>	<b>79</b>	<b>24</b>	<b>92</b>	<b>38</b>	<b>91</b>	<b>64</b>	<b>98</b>	<b>958</b>	<b>100%</b>

**January 2013 Divergence From January 2012**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	-21	-77	-41	-14	-1	26	2	3	-13	-2	-28	-21	-4	-191	48%
Semi-controllable	-2	0	0	0	0	-7	1	4	2	1	0	3	-10	-8	2%
Uncontrollable	-4	-34	-5	-15	-1	-23	-32	-7	-23	-1	-33	14	-32	-196	50%
<b>TOTAL TRAINS DELAYED</b>	<b>-27</b>	<b>-111</b>	<b>-46</b>	<b>-29</b>	<b>-2</b>	<b>-4</b>	<b>-29</b>	<b>0</b>	<b>-34</b>	<b>-2</b>	<b>-61</b>	<b>-4</b>	<b>-46</b>	<b>-395</b>	<b>100%</b>

**January-January 2013**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	17	23	11	8	1	53	27	13	28	7	14	18	18	238	42%
Semi-controllable	34	0	0	0	3	6	13	11	6	23	1	6	15	118	21%
Uncontrollable	45	29	9	5	0	9	10	0	24	6	15	36	19	207	37%
<b>TOTAL TRAINS DELAYED</b>	<b>96</b>	<b>52</b>	<b>20</b>	<b>13</b>	<b>4</b>	<b>68</b>	<b>50</b>	<b>24</b>	<b>58</b>	<b>36</b>	<b>30</b>	<b>60</b>	<b>52</b>	<b>563</b>	<b>100%</b>

Data for current month is final (02/11/13) version from TOPS.

P:\ONTIME\report\DelaysByControl.xls>LastMonthRespByLine 02/11/2013

**TABLE 7: NUMBER OF DELAYS BY DATE**  
**January 2013**

WEEKDAY	2	3	4	7	8	9	10	11	14	15	16	17	18	21	22	23	24	25	28	29	30	31	TOTAL
	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	
<b>BNSF</b>	3	3	1	0	3	0	1	0	7	0	0	0	0	41	6	3	8	2	1	1	0	13	93
<b>Elec -ML</b>	1	0	1	2	0	2	1	2	5	1	1	0	2	0	11	1	3	6	1	0	0	3	43
<b>-BI</b>	4	1	1	0	0	1	0	2	0	0	0	0	0	1	2	1	2	2	0	1	0	1	19
<b>-SC</b>	0	0	0	0	0	2	0	1	0	0	0	0	0	1	1	2	0	2	0	0	0	0	9
<b>Heritage</b>	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	1	0	4
<b>Milw -N</b>	0	0	0	1	0	0	2	3	0	1	7	1	1	2	3	6	0	4	9	1	1	2	44
<b>-W</b>	2	0	4	0	0	0	0	4	4	3	4	0	3	5	2	0	0	8	0	0	5	3	47
<b>NCS</b>	0	0	0	1	0	0	0	0	0	0	1	0	1	3	0	0	8	2	2	2	2	2	24
<b>RI</b>	9	2	1	5	4	4	1	1	2	3	2	0	0	1	0	3	1	6	3	2	1	1	52
<b>SWS</b>	1	0	1	0	5	1	0	0	1	3	0	1	0	6	3	1	2	3	0	0	7	0	35
<b>UP -N</b>	0	0	0	0	3	0	1	1	10	0	0	1	0	2	2	0	0	3	2	1	0	0	26
<b>-NW</b>	0	0	5	7	1	1	0	5	4	1	1	1	0	0	5	1	0	17	0	0	0	5	54
<b>-W</b>	3	0	1	3	1	0	1	1	8	4	1	1	1	1	9	1	0	5	0	2	0	4	47
<b>SYSTEM</b>	23	6	15	19	17	11	7	20	42	16	17	5	9	64	44	19	24	60	18	10	17	34	497

  

SATURDAY	5	12	19	26	TOTAL	SUNDAY/HOLIDAY	1	6	13	20	27	TOTAL
<b>BNSF</b>	0	0	0	3	3	<b>BNSF</b>	0	0	0	0	0	0
<b>Elec -ML</b>	0	1	1	1	3	<b>Elec -ML</b>	1	2	0	2	1	6
<b>-BI</b>	0	1	0	0	1	<b>-BI</b>	-	-	-	-	-	0
<b>-SC</b>	0	0	3	0	3	<b>-SC</b>	0	0	0	0	1	1
<b>Heritage</b>	-	-	-	-	-	<b>Heritage</b>	-	-	-	-	-	0
<b>Milw -N</b>	3	3	9	3	18	<b>Milw -N</b>	1	2	1	0	2	6
<b>-W</b>	2	1	0	0	3	<b>-W</b>	0	0	0	0	0	0
<b>NCS</b>	-	-	-	-	-	<b>NCS</b>	-	-	-	-	-	0
<b>RI</b>	2	0	4	0	6	<b>RI</b>	0	0	0	0	0	0
<b>SWS</b>	0	0	1	0	1	<b>SWS</b>	-	-	-	-	-	0
<b>UP -N</b>	2	0	0	0	2	<b>UP -N</b>	1	0	0	0	1	2
<b>-NW</b>	2	0	0	0	2	<b>-NW</b>	1	1	2	0	0	4
<b>-W</b>	0	0	1	1	2	<b>-W</b>	0	1	0	2	0	3
<b>SYSTEM</b>	11	6	19	8	44	<b>SYSTEM</b>	4	6	3	4	5	22

Data is final (02/11/13) version from TOPS.

**TABLES 8.a, 8.b & 8.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**January 2013**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	0	1	0	0	0	3	0	1	0	0	0	0	2	7
<i>Freight Interference - Peak</i>	1	0	0	0	2	1	1	3	1	2	0	0	2	13
<i>Freight Interference - Off-Peak</i>	1	0	0	0	0	2	5	4	5	4	1	6	14	42
Freight Interference - Total	2	0	0	0	2	3	6	7	6	6	1	6	16	55
Accident	0	0	0	0	0	3	0	0	0	0	1	17	2	23
Passenger Loading	0	8	4	0	0	1	1	0	3	0	3	1	3	24
Lift Deployment	2	0	0	0	0	1	0	0	4	0	2	0	3	12
Obstruction/Debris	7	0	0	0	0	1	1	0	3	3	0	5	2	22
Signal/Switch Failure	39	6	2	3	2	30	18	13	9	17	1	2	10	152
Track Work	2	0	1	0	0	2	3	0	5	0	5	2	2	22
Catenary Failure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Locomotive Equipment Failure	0	6	1	2	0	2	3	0	0	0	0	5	0	19
Locomotive Failure	1	0	0	0	0	14	3	2	3	6	1	9	2	41
Human Error	5	9	7	2	0	5	7	1	11	0	3	2	0	52
Sick, Injured, Unruly Passenger	1	11	2	1	0	3	1	0	2	0	2	6	4	33
Weather	36	10	3	4	0	0	6	0	11	3	8	5	4	90
Other	1	1	0	1	0	0	1	0	1	1	3	0	2	11
<b>TOTAL TRAINS DELAYED</b>	<b>96</b>	<b>52</b>	<b>20</b>	<b>13</b>	<b>4</b>	<b>68</b>	<b>50</b>	<b>24</b>	<b>58</b>	<b>36</b>	<b>30</b>	<b>60</b>	<b>52</b>	<b>563</b>

**January - Average Over Previous Five Years: 2008-2012**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	3.6	4.4	1.2	1.4	0.4	6.4	3.6	1.2	1.6	1.2	5.4	2.2	2.4	35.0
<i>Freight Interference - Peak</i>	8.0	0.0	0.0	0.0	4.6	1.6	1.2	3.4	2.0	4.4	2.0	1.2	4.6	33.0
<i>Freight Interference - Off-Peak</i>	7.8	0.0	0.0	0.0	0.0	7.6	5.6	6.0	4.8	8.8	2.2	2.8	12.2	57.8
Freight Interference - Total	15.8	0.0	0.0	0.0	4.6	9.2	6.8	9.4	6.8	13.2	4.2	4.0	16.8	90.8
Accident	19.4	2.4	0.2	2.2	0.6	0.8	7.2	2.0	5.6	1.4	4.2	5.2	4.8	56.0
Passenger Loading	3.6	3.8	3.0	1.4	0.0	5.0	0.2	0.2	4.2	0.0	21.4	4.8	3.2	50.8
Lift Deployment	1.6	0.0	0.0	0.0	0.0	4.8	1.0	0.8	4.8	0.0	3.4	0.8	3.4	20.6
Obstruction/Debris	2.4	1.2	0.4	1.2	0.0	1.8	6.8	1.0	2.8	0.8	1.2	7.8	5.4	32.8
Signal/Switch Failure	45.0	16.8	4.2	3.2	2.4	14.8	16.2	3.8	8.0	14.6	5.8	10.4	10.8	156.0
Track Work	2.8	13.2	7.6	2.4	0.0	3.6	1.2	1.2	1.8	1.0	3.4	2.6	2.4	43.2
Catenary Failure	0.0	4.2	1.8	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.2
Non-Locomotive Equipment Failure	2.0	6.6	3.6	1.0	0.0	0.6	0.6	0.4	2.0	0.0	1.4	2.0	1.2	21.4
Locomotive Failure	11.4	0.2	0.2	0.0	0.4	16.2	5.6	1.0	4.8	1.2	1.2	9.8	4.0	56.0
Human Error	6.8	5.6	0.8	0.4	1.0	8.2	4.0	1.2	4.6	3.2	14.0	4.8	2.6	57.2
Sick, Injured, Unruly Passenger	5.2	4.2	0.4	2.0	0.0	2.8	1.2	0.0	3.4	0.0	4.6	1.6	0.8	26.2
Weather	26.8	19.8	4.4	8.2	2.4	24.8	18.4	5.4	22.4	7.2	32.8	25.6	24.0	222.2
Other	0.4	9.8	1.2	1.4	0.0	1.0	2.4	0.8	3.4	1.8	4.0	1.6	2.0	29.8
<b>TOTAL TRAINS DELAYED</b>	<b>146.8</b>	<b>92.2</b>	<b>29.0</b>	<b>26.0</b>	<b>11.8</b>	<b>100.0</b>	<b>75.2</b>	<b>28.4</b>	<b>76.2</b>	<b>45.6</b>	<b>107.0</b>	<b>83.2</b>	<b>83.8</b>	<b>905.2</b>

**January 2013 Divergence From January Average Over Previous Five Years**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	-3.6	-3.4	-1.2	-1.4	-0.4	-3.4	-3.6	-0.2	-1.6	-1.2	-5.4	-2.2	-0.4	-28.0
<i>Freight Interference - Peak</i>	-7.0	0.0	0.0	0.0	-2.6	-0.6	-0.2	-0.4	-1.0	-2.4	-2.0	-1.2	-2.6	-20.0
<i>Freight Interference - Off-Peak</i>	-6.8	0.0	0.0	0.0	0.0	-5.6	-0.6	-2.0	0.2	-4.8	-1.2	3.2	1.8	-15.8
Freight Interference - Total	-13.8	0.0	0.0	0.0	-2.6	-6.2	-0.8	-2.4	-0.8	-7.2	-3.2	2.0	-0.8	-35.8
Accident	-19.4	-2.4	-0.2	-2.2	-0.6	2.2	-7.2	-2.0	-5.6	-1.4	-3.2	11.8	-2.8	-33.0
Passenger Loading	-3.6	4.2	1.0	-1.4	0.0	-4.0	0.8	-0.2	-1.2	0.0	-18.4	-3.8	-0.2	-26.8
Lift Deployment	0.4	0.0	0.0	0.0	0.0	-3.8	-1.0	-0.8	-0.8	0.0	-1.4	-0.8	-0.4	-8.6
Obstruction/Debris	4.6	-1.2	-0.4	-1.2	0.0	-0.8	-5.8	-1.0	0.2	2.2	-1.2	-2.8	-3.4	-10.8
Signal/Switch Failure	-6.0	-10.8	-2.2	-0.2	-0.4	15.2	1.8	9.2	1.0	2.4	-4.8	-8.4	-0.8	-4.0
Track Work	-0.8	-13.2	-6.6	-2.4	0.0	-1.6	1.8	-1.2	3.2	-1.0	1.6	-0.6	-0.4	-21.2
Catenary Failure	0.0	-4.2	-1.8	-1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-7.2
Non-Locomotive Equipment Failure	-2.0	-0.6	-2.6	1.0	0.0	1.4	2.4	-0.4	-2.0	0.0	-1.4	3.0	-1.2	-2.4
Locomotive Failure	-10.4	-0.2	-0.2	0.0	-0.4	-2.2	-2.6	1.0	-1.8	4.8	-0.2	-0.8	-2.0	-15.0
Human Error	-1.8	3.4	6.2	1.6	-1.0	-3.2	3.0	-0.2	6.4	-3.2	-11.0	-2.8	-2.6	-5.2
Sick, Injured, Unruly Passenger	-4.2	6.8	1.6	-1.0	0.0	0.2	-0.2	0.0	-1.4	0.0	-2.6	4.4	3.2	6.8
Weather	9.2	-9.8	-1.4	-4.2	-2.4	-24.8	-12.4	-5.4	-11.4	-4.2	-24.8	-20.6	-20.0	-132.2
Other	0.6	-8.8	-1.2	-0.4	0.0	-1.0	-1.4	-0.8	-2.4	-0.8	-1.0	-1.6	0.0	-18.8
<b>TOTAL TRAINS DELAYED</b>	<b>-50.8</b>	<b>-40.2</b>	<b>-9.0</b>	<b>-13.0</b>	<b>-7.8</b>	<b>-32.0</b>	<b>-25.2</b>	<b>-4.4</b>	<b>-18.2</b>	<b>-9.6</b>	<b>-77.0</b>	<b>-23.2</b>	<b>-31.8</b>	<b>-342.2</b>

Data for current month is final (02/11/13) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls>LastMonthByLine 02/11/2013

Due to changes in calculation methodology, on-time performance figures from May 2011 onward are not exactly comparable to prior months' figures.

**TABLES 9.a, 9.b & 9.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**January-January 2013**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	0	1	0	0	0	3	0	1	0	0	0	0	2	7
<i>Freight Interference - Peak</i>	1	0	0	0	2	1	1	3	1	2	0	0	2	13
<i>Freight Interference - Off-Peak</i>	1	0	0	0	0	2	5	4	5	4	1	6	14	42
Freight Interference - Total	2	0	0	0	2	3	6	7	6	6	1	6	16	55
Accident	0	0	0	0	0	3	0	0	0	0	1	17	2	23
Passenger Loading	0	8	4	0	0	1	1	0	3	0	3	1	3	24
Lift Deployment	2	0	0	0	0	1	0	0	4	0	2	0	3	12
Obstruction/Debris	7	0	0	0	0	1	1	0	3	3	0	5	2	22
Signal/Switch Failure	39	6	2	3	2	30	18	13	9	17	1	2	10	152
Track Work	2	0	1	0	0	2	3	0	5	0	5	2	2	22
Catenary Failure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Locomotive Equipment Failure	0	6	1	2	0	2	3	0	0	0	0	5	0	19
Locomotive Failure	1	0	0	0	0	14	3	2	3	6	1	9	2	41
Human Error	5	9	7	2	0	5	7	1	11	0	3	2	0	52
Sick, Injured, Unruly Passenger	1	11	2	1	0	3	1	0	2	0	2	6	4	33
Weather	36	10	3	4	0	0	6	0	11	3	8	5	4	90
Other	1	1	0	1	0	0	1	0	1	1	3	0	2	11
<b>TOTAL TRAINS DELAYED</b>	<b>96</b>	<b>52</b>	<b>20</b>	<b>13</b>	<b>4</b>	<b>68</b>	<b>50</b>	<b>24</b>	<b>58</b>	<b>36</b>	<b>30</b>	<b>60</b>	<b>52</b>	<b>563</b>

**January-January - Average Over Previous Five Years: 2008-2012**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	3.6	4.4	1.2	1.4	0.4	6.4	3.6	1.2	1.6	1.2	5.4	2.2	2.4	35.0
<i>Freight Interference - Peak</i>	8.0	0.0	0.0	0.0	4.6	1.6	1.2	3.4	2.0	4.4	2.0	1.2	4.6	33.0
<i>Freight Interference - Off-Peak</i>	7.8	0.0	0.0	0.0	0.0	7.6	5.6	6.0	4.8	8.8	2.2	2.8	12.2	57.8
Freight Interference - Total	15.8	0.0	0.0	0.0	4.6	9.2	6.8	9.4	6.8	13.2	4.2	4.0	16.8	90.8
Accident	19.4	2.4	0.2	2.2	0.6	0.8	7.2	2.0	5.6	1.4	4.2	5.2	4.8	56.0
Passenger Loading	3.6	3.8	3.0	1.4	0.0	5.0	0.2	0.2	4.2	0.0	21.4	4.8	3.2	50.8
Lift Deployment	1.6	0.0	0.0	0.0	0.0	4.8	1.0	0.8	4.8	0.0	3.4	0.8	3.4	20.6
Obstruction/Debris	2.4	1.2	0.4	1.2	0.0	1.8	6.8	1.0	2.8	0.8	1.2	7.8	5.4	32.8
Signal/Switch Failure	45.0	16.8	4.2	3.2	2.4	14.8	16.2	3.8	8.0	14.6	5.8	10.4	10.8	156.0
Track Work	2.8	13.2	7.6	2.4	0.0	3.6	1.2	1.2	1.8	1.0	3.4	2.6	2.4	43.2
Catenary Failure	0.0	4.2	1.8	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.2
Non-Locomotive Equipment Failure	2.0	6.6	3.6	1.0	0.0	0.6	0.6	0.4	2.0	0.0	1.4	2.0	1.2	21.4
Locomotive Failure	11.4	0.2	0.2	0.0	0.4	16.2	5.6	1.0	4.8	1.2	1.2	9.8	4.0	56.0
Human Error	6.8	5.6	0.8	0.4	1.0	8.2	4.0	1.2	4.6	3.2	14.0	4.8	2.6	57.2
Sick, Injured, Unruly Passenger	5.2	4.2	0.4	2.0	0.0	2.8	1.2	0.0	3.4	0.0	4.6	1.6	0.8	26.2
Weather	26.8	19.8	4.4	8.2	2.4	24.8	18.4	5.4	22.4	7.2	32.8	25.6	24.0	222.2
Other	0.4	9.8	1.2	1.4	0.0	1.0	2.4	0.8	3.4	1.8	4.0	1.6	2.0	29.8
<b>TOTAL TRAINS DELAYED</b>	<b>146.8</b>	<b>92.2</b>	<b>29.0</b>	<b>26.0</b>	<b>11.8</b>	<b>100.0</b>	<b>75.2</b>	<b>28.4</b>	<b>76.2</b>	<b>45.6</b>	<b>107.0</b>	<b>83.2</b>	<b>83.8</b>	<b>905.2</b>

**January-January 2013 Divergence From January-January Average Over Previous Five Years**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	-3.6	-3.4	-1.2	-1.4	-0.4	-3.4	-3.6	-0.2	-1.6	-1.2	-5.4	-2.2	-0.4	-28.0
<i>Freight Interference - Peak</i>	-7.0	0.0	0.0	0.0	-2.6	-0.6	-0.2	-0.4	-1.0	-2.4	-2.0	-1.2	-2.6	-20.0
<i>Freight Interference - Off-Peak</i>	-6.8	0.0	0.0	0.0	0.0	-5.6	-0.6	-2.0	0.2	-4.8	-1.2	3.2	1.8	-15.8
Freight Interference - Total	-13.8	0.0	0.0	0.0	-2.6	-6.2	-0.8	-2.4	-0.8	-7.2	-3.2	2.0	-0.8	-35.8
Accident	-19.4	-2.4	-0.2	-2.2	-0.6	2.2	-7.2	-2.0	-5.6	-1.4	-3.2	11.8	-2.8	-33.0
Passenger Loading	-3.6	4.2	1.0	-1.4	0.0	-4.0	0.8	-0.2	-1.2	0.0	-18.4	-3.8	-0.2	-26.8
Lift Deployment	0.4	0.0	0.0	0.0	0.0	-3.8	-1.0	-0.8	-0.8	0.0	-1.4	-0.8	-0.4	-8.6
Obstruction/Debris	4.6	-1.2	-0.4	-1.2	0.0	-0.8	-5.8	-1.0	0.2	2.2	-1.2	-2.8	-3.4	-10.8
Signal/Switch Failure	-6.0	-10.8	-2.2	-0.2	-0.4	15.2	1.8	9.2	1.0	2.4	-4.8	-8.4	-0.8	-4.0
Track Work	-0.8	-13.2	-6.6	-2.4	0.0	-1.6	1.8	-1.2	3.2	-1.0	1.6	-0.6	-0.4	-21.2
Catenary Failure	0.0	-4.2	-1.8	-1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-7.2
Non-Locomotive Equipment Failure	-2.0	-0.6	-2.6	1.0	0.0	1.4	2.4	-0.4	-2.0	0.0	-1.4	3.0	-1.2	-2.4
Locomotive Failure	-10.4	-0.2	-0.2	0.0	-0.4	-2.2	-2.6	1.0	-1.8	4.8	-0.2	-0.8	-2.0	-15.0
Human Error	-1.8	3.4	6.2	1.6	-1.0	-3.2	3.0	-0.2	6.4	-3.2	-11.0	-2.8	-2.6	-5.2
Sick, Injured, Unruly Passenger	-4.2	6.8	1.6	-1.0	0.0	0.2	-0.2	0.0	-1.4	0.0	-2.6	4.4	3.2	6.8
Weather	9.2	-9.8	-1.4	-4.2	-2.4	-24.8	-12.4	-5.4	-11.4	-4.2	-24.8	-20.6	-20.0	-132.2
Other	0.6	-8.8	-1.2	-0.4	0.0	-1.0	-1.4	-0.8	-2.4	-0.8	-1.0	-1.6	0.0	-18.8
<b>TOTAL TRAINS DELAYED</b>	<b>-50.8</b>	<b>-40.2</b>	<b>-9.0</b>	<b>-13.0</b>	<b>-7.8</b>	<b>-32.0</b>	<b>-25.2</b>	<b>-4.4</b>	<b>-18.2</b>	<b>-9.6</b>	<b>-77.0</b>	<b>-23.2</b>	<b>-31.8</b>	<b>-342.2</b>

Data for current month is final (02/11/13) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\YTDByLine 02/11/2013

Due to changes in calculation methodology, on-time performance figures from May 2011 onward are not exactly comparable to prior months' figures.

**TABLES 10.a, 10.b & 10.c: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH  
2013**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jan	
Passenger Train Interference	7												7	1.2%
<i>Freight Interference - Peak</i>	13												13	2.3%
<i>Freight Interference - Off-Peak</i>	42												42	7.5%
Freight Interference - Total	55												55	9.8%
Accident	23												23	4.1%
Passenger Loading	24												24	4.3%
Lift Deployment	12												12	2.1%
Obstruction/Debris	22												22	3.9%
Signal/Switch Failure	152												152	27.0%
Track Work	22												22	3.9%
Catenary Failure	0												0	0.0%
Non-Locomotive Equipment Failure	19												19	3.4%
Locomotive Failure	41												41	7.3%
Human Error	52												52	9.2%
Sick, Injured, Unruly Passenger	33												33	5.9%
Weather	90												90	16.0%
Other	11												11	2.0%
<b>TOTAL TRAINS DELAYED</b>	<b>563</b>												<b>563</b>	<b>100%</b>

**2012**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jan	
Passenger Train Interference	32	12	10	6	7	17	38	31	18	16	17	16	32	3.3%
<i>Freight Interference - Peak</i>	22	15	24	28	24	19	27	16	16	28	17	12	22	2.3%
<i>Freight Interference - Off-Peak</i>	62	48	78	73	41	62	98	52	54	63	52	54	62	6.5%
Freight Interference - Total	84	63	102	101	65	81	125	68	70	91	69	66	84	8.8%
Accident	31	79	51	20	60	41	32	2	9	59	31	51	31	3.2%
Passenger Loading	54	33	93	31	105	161	145	190	116	64	97	93	54	5.6%
Lift Deployment	20	11	11	12	22	32	41	28	21	13	22	17	20	2.1%
Obstruction/Debris	27	21	37	44	43	25	35	66	18	31	43	34	27	2.8%
Signal/Switch Failure	144	49	94	60	98	164	129	108	81	97	153	76	144	15.0%
Track Work	140	15	39	54	61	113	99	101	94	125	42	20	140	14.6%
Catenary Failure	4	10	4	0	0	1	11	1	17	14	15	4	4	0.4%
Non-Locomotive Equipment Failure	16	6	21	12	6	17	13	24	13	8	22	5	16	1.7%
Locomotive Failure	53	29	90	34	51	59	48	47	16	55	38	23	53	5.5%
Human Error	80	41	44	35	64	73	37	55	55	55	52	56	80	8.4%
Sick, Injured, Unruly Passenger	26	33	33	40	21	46	50	44	27	45	45	27	26	2.7%
Weather	212	15	0	1	7	37	197	70	18	34	29	11	212	22.1%
Other	35	17	58	19	25	30	15	26	21	34	28	11	35	3.7%
<b>TOTAL TRAINS DELAYED</b>	<b>958</b>	<b>434</b>	<b>687</b>	<b>469</b>	<b>635</b>	<b>897</b>	<b>1,015</b>	<b>861</b>	<b>594</b>	<b>741</b>	<b>703</b>	<b>510</b>	<b>958</b>	<b>100%</b>

**2013 Divergence From 2012**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jan	
Passenger Train Interference	-25												-25	-2.1%
<i>Freight Interference - Peak</i>	-9												-9	0.0%
<i>Freight Interference - Off-Peak</i>	-20												-20	1.0%
Freight Interference - Total	-29												-29	1.0%
Accident	-8												-8	0.8%
Passenger Loading	-30												-30	-1.4%
Lift Deployment	-8												-8	0.0%
Obstruction/Debris	-5												-5	1.1%
Signal/Switch Failure	8												8	12.0%
Track Work	-118												-118	-10.7%
Catenary Failure	-4												-4	-0.4%
Non-Locomotive Equipment Failure	3												3	1.7%
Locomotive Failure	-12												-12	1.8%
Human Error	-28												-28	0.9%
Sick, Injured, Unruly Passenger	7												7	3.1%
Weather	-122												-122	-6.1%
Other	-24												-24	-1.7%
<b>TOTAL TRAINS DELAYED</b>	<b>-395</b>												<b>-395</b>	

Data for current month is final (02/11/13) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\AllMonths 02/11/2013

**TABLE 11: FREIGHT DELAYS**  
between February 2011 and January 2013

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Feb-11	7	0	0	0	5	21	14	5	9	11	1	1	46	120
Mar-11	23	0	0	0	4	12	11	16	3	13	2	2	39	125
Apr-11	5	0	0	0	2	17	12	30	5	18	0	3	28	120
May-11	8	0	0	0	2	12	15	13	1	17	2	12	19	101
Jun-11	11	0	0	0	7	30	24	13	16	45	0	1	36	183
Jul-11	13	0	0	0	15	23	13	25	20	26	7	16	51	209
Aug-11	18	0	0	0	8	31	24	20	10	45	0	1	31	188
Sep-11	42	0	0	0	2	18	9	5	10	33	0	4	23	146
Oct-11	6	0	0	0	8	17	8	14	6	16	1	1	41	118
Nov-11	17	0	0	0	7	18	6	16	3	14	2	2	32	117
Dec-11	11	0	0	0	7	15	9	12	6	19	2	0	37	118
Jan-12	9	0	0	0	2	9	10	7	4	14	1	3	25	84
<b>Total</b>	<b>170</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>223</b>	<b>155</b>	<b>176</b>	<b>93</b>	<b>271</b>	<b>18</b>	<b>46</b>	<b>408</b>	<b>1,629</b>
Feb-12	10	0	0	0	1	6	9	4	4	13	1	2	13	63
Mar-12	7	0	0	0	3	19	18	14	6	15	0	4	16	102
Apr-12	4	0	0	0	2	10	5	30	2	19	2	5	22	101
May-12	8	0	0	0	2	13	7	8	5	10	1	4	7	65
Jun-12	13	0	0	0	1	6	14	6	8	9	0	6	18	81
Jul-12	7	0	0	0	3	42	17	20	9	5	1	14	7	125
Aug-12	16	0	0	0	1	16	9	4	7	6	1	1	7	68
Sep-12	2	0	0	0	0	13	20	6	3	10	0	5	11	70
Oct-12	10	0	0	0	2	10	13	12	8	9	0	16	11	91
Nov-12	12	0	0	0	3	7	18	11	3	8	1	4	2	69
Dec-12	5	0	0	0	2	15	10	12	2	8	0	4	8	66
<b>Jan-13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>6</b>	<b>16</b>	<b>55</b>
<b>Total</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>160</b>	<b>146</b>	<b>134</b>	<b>63</b>	<b>118</b>	<b>8</b>	<b>71</b>	<b>138</b>	<b>956</b>

Data for current month is final (02/11/13) version from TOPS.

Due to changes in calculation methodology, on-time performance figures from May 2011 onward are not exactly comparable to prior months' figures.

P:\ONTIME\report\DelaysByCause16Cats.xls\Freight- YTD, 2 yrs 02/11/2013



**TABLES 12.a & 12.b: FREQUENCY OF LIFT-DEPLOYMENT TRAIN DELAYS BY LINE & MONTH  
2013**

LINE	Jan Feb Mar			Apr May Jun			Jul Aug Sep			Oct Nov Dec			Lift Delays YTD	% of All Delays YTD
	BNSF	2												2
Electric ML	0												0	0.00%
Electric BI	0												0	0.00%
Electric SC	0												0	0.00%
HER	0												0	0.00%
Milw N	1												1	1.47%
Milw W	0												0	0.00%
NCS	0												0	0.00%
RI	4												4	6.90%
SWS	0												0	0.00%
UP N	2												2	6.67%
UP NW	0												0	0.00%
UP W	3												3	5.77%
<b>Total Lift Delays</b>	<b>12</b>												<b>12</b>	<b>2.13%</b>
<b>ALL DELAYS</b>													<b>563</b>	

Data for current month is final (02/11/13) version from TOPS.

**2012**

LINE	Jan Feb Mar			Apr May Jun			Jul Aug Sep			Oct Nov Dec			Lift Delays All Year	% of All Delays All Year
	BNSF	1	0	0	3	1	5	2	3	0	0	2	2	19
Electric ML	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Electric BI	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Electric SC	0	0	0	0	0	1	0	0	0	0	0	0	1	0.28%
HER	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Milw N	7	1	1	0	5	0	7	6	1	1	0	0	29	2.62%
Milw W	0	1	0	0	1	3	4	2	5	1	0	3	20	2.21%
NCS	0	0	0	0	1	0	2	0	1	0	0	1	5	1.18%
RI	4	2	5	5	6	14	17	10	8	8	3	4	86	9.44%
SWS	0	0	0	0	0	0	0	0	1	0	0	0	1	0.24%
UP N	1	2	1	3	4	1	2	3	2	1	2	2	24	3.26%
UP NW	0	1	2	1	1	2	3	1	3	2	13	3	32	4.68%
UP W	7	4	2	0	3	6	4	3	0	0	2	2	33	4.09%
<b>Total Lift Delays</b>	<b>20</b>	<b>11</b>	<b>11</b>	<b>12</b>	<b>22</b>	<b>32</b>	<b>41</b>	<b>28</b>	<b>21</b>	<b>13</b>	<b>22</b>	<b>17</b>	<b>250</b>	<b>2.94%</b>
<b>ALL DELAYS</b>													<b>8,504</b>	

**TABLE 13: FREQUENCY OF TRAIN DELAYS BY DURATION**  
**January 2013**

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Peak *</b>														
6-10	35	15	8	5	1	8	9	8	10	6	12	9	15	141
11-15	19	5	3	0	1	4	5	2	9	0	6	6	7	67
16-20	9	1	0	1	0	2	2	0	0	2	1	1	2	21
21+	11	3	0	0	2	4	1	1	2	7	1	16	0	48
Annulled	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>5</u>
Sub-Total	77	24	11	6	4	18	17	11	22	15	20	33	24	282
<b>Off-Peak **</b>														
6-10	8	22	6	5	0	26	17	4	20	8	5	5	17	143
11-15	6	3	1	2	0	7	13	4	10	3	3	3	4	59
16-20	3	1	1	0	0	6	0	4	4	3	1	4	4	31
21+	0	2	1	0	0	11	3	1	2	5	1	13	3	42
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>6</u>
Sub-Total	19	28	9	7	0	50	33	13	36	21	10	27	28	281
<b>January 2013 Total</b>														
6-10	43	37	14	10	1	34	26	12	30	14	17	14	32	284
11-15	25	8	4	2	1	11	18	6	19	3	9	9	11	126
16-20	12	2	1	1	0	8	2	4	4	5	2	5	6	52
21+	11	5	1	0	2	15	4	2	4	12	2	29	3	90
Annulled	<u>5</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>11</u>
TOTAL	96	52	20	13	4	68	50	24	58	36	30	60	52	563
<b>2013 Year-to-Date</b>														
6-10	43	37	14	10	1	34	26	12	30	14	17	14	32	284
11-15	25	8	4	2	1	11	18	6	19	3	9	9	11	126
16-20	12	2	1	1	0	8	2	4	4	5	2	5	6	52
21+	11	5	1	0	2	15	4	2	4	12	2	29	3	90
Annulled	<u>5</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>11</u>
TOTAL	96	52	20	13	4	68	50	24	58	36	30	60	52	563
<b>PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION</b>														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>January 2013 Total</b>														
6-10	44.8%	71.2%	70.0%	76.9%	25.0%	50.0%	52.0%	50.0%	51.7%	38.9%	56.7%	23.3%	61.5%	50.4%
11-15	26.0%	15.4%	20.0%	15.4%	25.0%	16.2%	36.0%	25.0%	32.8%	8.3%	30.0%	15.0%	21.2%	22.4%
16-20	12.5%	3.8%	5.0%	7.7%	0.0%	11.8%	4.0%	16.7%	6.9%	13.9%	6.7%	8.3%	11.5%	9.2%
21+	11.5%	9.6%	5.0%	0.0%	50.0%	22.1%	8.0%	8.3%	6.9%	33.3%	6.7%	48.3%	5.8%	16.0%
Annulled	<u>5.2%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>1.7%</u>	<u>5.6%</u>	<u>0.0%</u>	<u>5.0%</u>	<u>0.0%</u>	<u>2.0%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>2013 Year-to-Date Delays By Duration</b>														
6-10	44.8%	71.2%	70.0%	76.9%	25.0%	50.0%	52.0%	50.0%	51.7%	38.9%	56.7%	23.3%	61.5%	50.4%
11-15	26.0%	15.4%	20.0%	15.4%	25.0%	16.2%	36.0%	25.0%	32.8%	8.3%	30.0%	15.0%	21.2%	22.4%
16-20	12.5%	3.8%	5.0%	7.7%	0.0%	11.8%	4.0%	16.7%	6.9%	13.9%	6.7%	8.3%	11.5%	9.2%
21+	11.5%	9.6%	5.0%	0.0%	50.0%	22.1%	8.0%	8.3%	6.9%	33.3%	6.7%	48.3%	5.8%	16.0%
Annulled	<u>5.2%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>1.7%</u>	<u>5.6%</u>	<u>0.0%</u>	<u>5.0%</u>	<u>0.0%</u>	<u>2.0%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

\*Includes peak direction trains operating during weekday peak periods. \*\*Includes all other weekday and weekend trains.

Data for most recent month is final (02/11/13) version from TOPS.

**TABLE 14: AVERAGE LENGTH OF DELAY BY SERVICE PERIOD, IN MINUTES**

	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>January 2013</b>														
Peak *	13.1	13.0	9.5	9.5	20.8	17.8	11.8	11.0	11.6	28.3	11.2	28.8	10.4	15.3
Off-Peak **	12.0	9.7	10.6	8.9	--	17.8	12.2	14.1	11.1	19.3	11.7	27.2	12.6	14.6
All	12.9	11.2	10.0	9.2	20.8	17.8	12.1	12.7	11.3	23.3	11.3	28.1	11.6	15.0
<b>2013 Year-to-Date</b>														
Peak *	13.1	13.0	9.5	9.5	20.8	17.8	11.8	11.0	11.6	28.3	11.2	28.8	10.4	15.3
Off-Peak **	12.0	9.7	10.6	8.9	--	17.8	12.2	14.1	11.1	19.3	11.7	27.2	12.6	14.6
All	12.9	11.2	10.0	9.2	20.8	17.8	12.1	12.7	11.3	23.3	11.3	28.1	11.6	15.0

Excludes annulled trains, which do not have delay times.

\*Includes peak direction trains operating during weekday peak periods. \*\*Includes all other weekday and weekend trains.

Data for most recent month is final (02/11/13) version from TOPS.